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INFORMATION REPORT

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- The "Chemische Werke Buna der Sowjet AG für Kautschuk" in Schkopau were notified on 15 April 1948 that parts of the works would be dismantled. Dismantling started at the beginning of May 1948, and lasted until the end of June 1948. Dismantling struck solely the new buildings of the final polymerization stage. These buildings, five in number, were stripped of every piece of equipment; compressors, boilers, polymerization equipment, even the electrical installations, telephone equipment, and plumbing, were removed. To remove the equipment, the walls of the buildings were broken open. During this dismantling action, no workers from the Buna Works were deported, or in any way removed from the works. The dismantled equipment was packed in crates and stored and then, at the end of June 1948, loaded on freight cars at Schkopau station. It is a common guess among the administrative staff of the Schkopau works that the dismantled equipment was shipped to an unknown destination in Russia where a Buna plant is in the process of being built; it is also supposed that deportation of Buna personnel to Russia will start once this plant is finished.

- The new buildings of the polymerization stage which were totally dismantled during the above mentioned dismantling action took care of sixty percent of the final stage processing of the Buna output. After the dismantling, polymerization continued in the old pre-war polymerization buildings. The result of the dismantling was a sharp drop in Buna production from 4,000 tons per month to 2,000 tons. During the months to come, Buna output is expected to decrease further for two reasons:

- Raw material (lime, chalk, hard coal, coke) allotted to the works for the last quarter of 1948 is sufficient only to cover about seventy percent of its present capacity, ie, for an output of about 1,500 tons per month.
- Lack of Phenyl - Beta - Naphthylamin ($C_6H_5.NH.C_{10}H_7$) This agent is needed for the protection of Buna from aging, and is indispensable for this purpose. It has to be added at a rate of three percent to the Buna emulsion during the

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Anilin und Sodafabrik in Ludwigshafen which produced it by adding Aniline to Beta-Naphtol, which is produced by the IG Farben in Höchst. In the past the Buna Works have brought two or three ten-ton trucks filled with this agent from Western Germany to Schkopau each month. As compensation the Buna works gave the Ludwigshafen Works another chemical, Hexandriol, which is a by-product of Buna production, and which is needed as a softening agent in the production of Igelit, which is produced in Ludwigshafen. This compensation business between Ludwigshafen and Schkopau has in the past worked satisfactorily so that the Buna Works could more or less cover their actual needs for Phenyl-Beta-Naphthylamin without ever having been able to stock this substance in amounts sufficient to provide for a longer interruption of the delivery. Delivery was actually interrupted at the beginning of October 1948, probably as a result of the tightening of inter-zonal traffic and trade regulations from Western to Eastern Germany. At the beginning of October 1948, two ten-ton trucks sent out from Schkopau to Ludwigshafen, were loaded there and tried, in vain, to cross the zonal border near Hof. They made another attempt at crossing the border in the English Zone, also in vain. They finally dumped their loads in a Buna warehouse in Göttingen (British Zone). The same thing happened a week later when again two trucks loaded in Ludwigshafen did not succeed in crossing the zonal border in either the American or the British Zones.

Since no replacement of this agent is available, and since no stocks of it are in existence, the entire production of Buna is threatened. [REDACTED] told by 25X1X 6

Buna production chief, Dr. [REDACTED] mentioned agent on hand v production until 15 Octob

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3. With the difficulties increasing for the production of Buna, as a result of the dismantling as well as the above mentioned difficulties, the ~~management~~ of the works is more and more considering shifting the production to other products which are also in the Buna Works production line. If Buna production should actually be stopped, or reduced significantly, the works will increase their production of lubricants by allotting a larger amount of acetylene, so far used for Buna production, to the production of lubricants. Lubricants production in the Buna Works has, in the last months, reached between 200 and 300 tons per month; the works have an actual production capacity of about 1000 tons per month. Similar conditions exist in the production of Glysantin, an anti-freeze agent. The present output is 200 tons per month, although the works have a capacity of about 700 tons per month. The same goes for the production of technical vinegar, and edible vinegar. Present production is 1000 tons per month of technical vinegar, and 100 tons per month of edible vinegar, whereas the capacity lies around 1500 and 700 tons per month respectively. It must however be pointed out that although these and other possibilities of shifting production from Buna to other products could perhaps save the works from a stoppage or shortening of work, they would not be able to make up for the loss of revenue which the works would suffer from a stoppage or reduction of Buna production. The ~~management~~ counted on a gross income of between 120 and 150 million Marks per year, at the pre-dismantling production rate, from production of Buna alone.

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chemical can be used for two purposes:

- (a) For the production of anti-freeze substances, mainly Glysantia.
- (b) As a high explosive substance. The difference in the possible use is determined by a number of characteristics, which, in turn, depend on the method of production; These characteristics are, for instance, its boiling limits, percentage of sulphur, chlorine, etc. The glycol which the Buna Works has so far produced has not possessed the characteristics of high-standard glycol which normally is used in the fabrication of explosives. Several attempts by the Russians to make the works produce high-standard glycol for explosives have so far failed because the engineers in question maintained that the works were not able to comply. Actually, the works could produce it; They did so during the war.

Russian insistence on the production of larger amounts of glycol, and of such glycol as could be used for explosives, has become particularly pressing since April 1948. In April 1948, the Russians ordered a daily production of twenty tons of glycol, while, up to that time, glycol production had been about two hundred tons per month. In spite of this Russian order, production stayed at this point. It is, however, possible that, with a reduction of Buna production, more of the acetylene would, in the future, go into the production of glycol, and thus increase it. Of the 200 tons per month output of glycol about 160 to 170 tons were ex-

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40 tons per month, were shipped to an explosives factory in Gnasswitz which has never been dismantled, where it was used in the manufacture of Dinitroglycol, a high explosive. In August 1948, Rasno-Import officially asked the management of the Buna Works whether they could produce glycol "under the following conditions". The specifications which followed were exactly those concerning the boiling limits, sulphur, and chlorine content, etc., which are mentioned above and are the official IG standards for the production of glycol for high explosive purposes. Upon a negative answer, Rasno-Import repeated its demand several times, always adding that "one of our English business friends wants to know whether you could produce glycol to meet the following specifications". The works have, so far, (10 October 1948) maintained their negative attitude.

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past, the bulk of Buna production goes about eight to ten percent remains in G in the past gone to Western Germany to be used in the manufacture of tires, mainly at Dunlop, Hanau; Continental, Hannover; and Metzeler, Munich. These works kept part of the tires, and returned part of them to Schkopau. This situation has changed since a tire factory has been opened in Ketzschendorf which, allegedly, has the same production capacity as Dunlop, Hanau, but which is suffering from lack of equipment and skilled labor. Most of the tires produced in Ketzschendorf are shipped to Halle-Trotha, and from there to Stettin to be exported to Russia.

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at about 17,000.

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[REDACTED] statistics of the works which indicate a crew of only 15,000. Actual Buna production engages only three to four thousand men, the rest being machinists, locksmiths, mechanics, construction workers, clerks, salesmen, officials, etc. The Russian Commercial Director, Tarazov, left during the summer of 1948, and was replaced by Monakhov, who is, at the same time, Deputy Director General under General Nazarov.

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7. Alcohol 2 5 is an important by-product in the production of Buna. Until April 1948, the works used to employ the alcohol for the production of ethylene, needed in the production of glycol and Glysantin. From April 1948 on, the alcohol produced in the Buna Works has all been shipped to Russia. It has gone to a Buna factory in Efremov where it is transformed into Buna through the addition of ten percent Paraldehyde (CH_3CHO) by means of the Lebedev process. _{3 3}

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